

# ATLANTIC FISHERMAN

ST 22142-  
VOL. XXIII

Registered U. S. Patent Office

OCTOBER, 1942

NO. 9

Keep yer  
weather eye liftin'  
fer signs of  
**ROPE WEAR!**

...says Cap'n Mark!

## Save VITAL MANILA ROPE

- Inspect all rope regularly,  
checking especially for these points
1. Look for acid discolorations, burns, etc.
  2. Look for chafed yarns or strands.
  3. Look for internal wear evidenced by powdering between strands.
  4. Look for soft spots or general softness.
  5. Be sure to remedy the causes of any of the above.
  6. Reeve off new lengths of Columbian to take the place of any worn rope.
  7. Check the sheaves, blocks, fairleads and other equipment used with rope. Make sure they are the correct size and in proper working order.

Cap'n Mark is an old hawse-pipe sailor who worked his way aft from forward in the days when a sailor's life was ruled by the Philadelphia Catechism, to wit—

"Six days shalt thou labor, and do all thou art able—  
And on the seventh—holystone the deck and scrape the cable."

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• This is No. 5 in a series of advertisements offering suggestions on ways to get maximum service from Manila rope now in service. The same suggestions apply to ropes made of any fibre. Follow them closely. Save rope and fibre for Uncle Sam.

# Columbian ROPE

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COLUMBIAN ROPE COMPANY, AUBURN, "The Cordage City," N. Y.

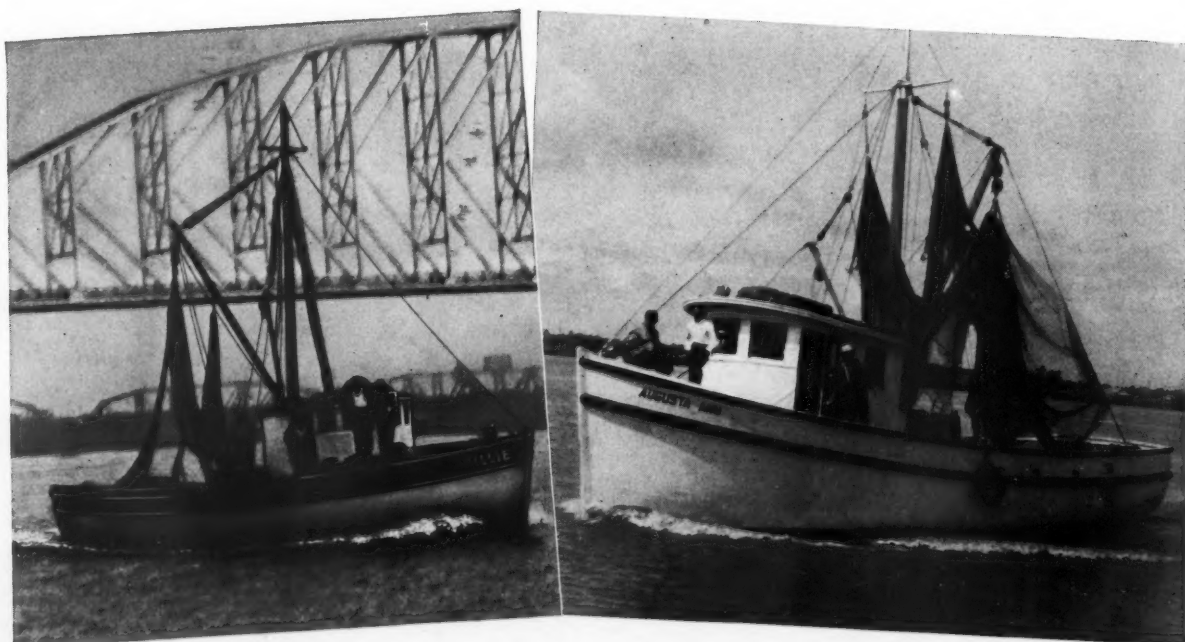
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Another instance, among hundreds of others in the performance record of these time-tested Diesels, which conclusively demonstrates their ability to render faithful, dependable and economical service in fishing fleets of the Atlantic, the Gulf and the Pacific.



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Skipper of the "Gloucester"



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NEW ORLEANS, LA.  
February 17, 1942.  
PHONE MAG. 2468  
OYSTER LANDING

Mack Manufacturing Corp.,  
Marine Engine Division,  
Long Island City, N. Y.

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Mack Manufacturing Corp., Marine Engine Div., Long Island City, N. Y.

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REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

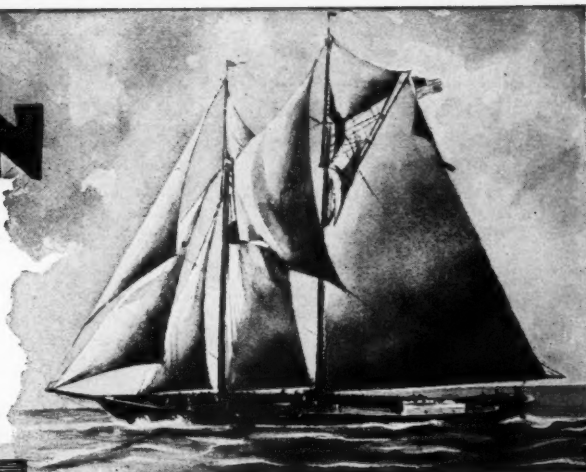
P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

10 cents a copy \$1.00 a year

Entered as Second Class Matter February, 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.



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## Brief Review of Current Fishery Developments

**NEW COMMITTEE**—A new committee known as the North Atlantic Fresh Fish Advisory Committee has been appointed under L. T. Hopkinson, Chief of the Fisheries Division, Food Section of WPB. The men that will serve have been selected with the idea of providing representation of the entire North Atlantic fresh, frozen and cured fish industry, including both large production centers and outlying shipping points. Shellfish and canned fish interests are not included. The following are among those reported to comprise the committee: John Tonneson of Portland; Frederick McG. Bundy, John DelTorchio of Gloucester; J. L. Alphen, Walter Hallett, Stanley Dej. Osborne, John Nagle, B. F. Whalen, Irving Usen of Boston; Capt. Dan Mullins of New Bedford; Henry Robbins, Michael Liebl of New York. The committee will act as an industry advisory board to WPB and will consider all problems related to war-time fish production, such as priorities, price ceilings, etc. The first meeting is scheduled for October 23 at Washington.

**PRICE CEILINGS**—OPA has announced that new ceilings can be computed on 11 groups of food including canned fish. This is because these foods are mostly of a seasonal nature, and the items displayed in March came from the 1941 pack. With increased labor and raw material costs for this year's pack, many packers found themselves caught in a squeeze under the existing ceilings.

The OPA has just created a Food Price Division having six branches, one of which, the Meats, Fish, Fats and Oils Branch, will be headed by Charles M. Elkinton. This department is charged with the formulation, administration, and adjustment of fish price regulations, and its policies will be based on a thorough analysis of the industry's problems.

Although recent placements of ceilings on additional items now bring virtually all food items under price control, fresh fish still remains exempt. This is because of its highly seasonal character which makes it very difficult of price ceiling control. Upward revisions in ceiling prices of frozen fillets and salt fish have already been made in at least two instances. Further adjustments on frozen fish prices are expected to be made in order to level out the ceilings among the various producers. Probably an above average ceiling will be adopted, and in this way the companies which had low prices as of the regulation's effective date, would not be further penalized.

**REQUISITIONS**—Reports indicate that the day of drawing on the fishing fleet for military use is rapidly coming to a close. This is no doubt due to the fact that the Government's building program for smaller naval craft is gaining momentum and facilities are being expanded

to permit the construction of specific type ships, quicker and cheaper than fishermen can be converted. Also, further depletion of the fleet would jeopardize an important source of food. Nevertheless, the fishing industry has helped bridge a vital gap in expanding our coastal defenses, and will be ready to again respond wholeheartedly if an emergency arises.

**NEW BOATS**—As a result of big earnings by most boats, there is much talk about new construction along the waterfront. Apparently there is plenty of capital for financing new craft and numerous yards than can build them. The pinch comes in securing equipment, particularly engines, at least, within a reasonable time. However, by ordering ahead some persons are still getting what they need, as evidenced by the fact that several vessels are being built, in such places as Maine for example. There is still a limited amount of used machinery available, and many are planning to use second-hand equipment in their new boats when necessary.

It seems that regardless of how good a priority the fishing industry receives, there is not enough equipment for new construction to go around after the requirements for Government building are filled. However, the Government wants to at least keep the existing fleet going at maximum production, and will see that repair and maintenance equipment and supplies can be secured with minimum delay. Industry spokesmen at Washington are striving to simplify priority procedure.

**MORE PRODUCTION**—With productive capacity being reduced by Government requisitioning of boats in face of an increased demand for fish, there should be no need for lengthy layovers and trip catch limits. For example, in New Bedford, flounders could catch no more than 5,000 lbs. per man and not over 26,000 lbs. per boat. Gloucester whiting draggers could make but two trips a week, neither one to produce over 30,000 lbs. Redfish draggers were required to spend 3 or 4 days in port between trips.

Now it has been suggested that boats sail the same day they land, and rotate their crews so that a portion of the members would stay ashore each trip. Boston trawlers are successfully rotating crews with six men out of 18 having every third trip ashore, although they still sail the day after arrival.

Effective last month, contracts or agreements between vessel operators and cannery or processors of Pacific pilchard which limited the amount that might be caught, were prohibited by the War Production Board. The purpose of the



order is to assure maximum utilization of the part of the fishing fleet not taken over by the Navy.

**SCRAP METAL**—With the scrap collecting campaign well underway, the members of every industry are requested to locate, classify and move into war production channels all dormant and productive scrap in their possession. "Dormant" scrap is defined as obsolete machinery, tools, equipment, etc., which are incapable of current or future use in the war production effort because they are broken, worn-out, irreparable, dismantled or in need of unavailable parts necessary to practical re-employment. Fishing boat operators should make a thorough search for such material around their fitting wharves. Abandoned, obsolete or rusted chandlery, gear, anchors, chains, wire, machinery and parts are in frequent evidence. The Office of Fishery Co-ordinator is arranging a plan for the collection and disposal of all available scrap.

**SHELLFISH SURVEY**—Having passed the Senate, Bill S.J. Res. 139, which would authorize \$100,000 for investigation of the shellfisheries resources, is now before the Merchant Marine and Fisheries Committee of the House. The survey would secure information heretofore limited, regarding the life history and habits of shrimp, crabs, lobsters, oysters, and clams, with special emphasis on their availability, methods of catching, economic importance and value for food purposes, causes of depletion, and practical methods of conservation. It is stated that the conduct of such inquiries now would be particularly timely in that the demand for shellfish is increasing and fishing is being intensified.

**TIN SUBSTITUTES**—Experiments to determine the adaptability of tinplate for fish canning, having 1/3 to 1/2 the present tin content, are under way in the laboratories of the Fish and Wildlife Service.

This reduction of tin content in canning "plate", wherever found practical, would be a large contribution toward relieving the tin shortage. The fishing industry has customarily used about 1,600 long tons of tin yearly.

Because of the immediate nature of the emergency facing the fish-canning industry, it has been necessary to work with known possible substitute plates of lesser or no tin content, rather than waiting to develop new materials.

Where heat processing and hermetic sealing are not involved, as in the case of fresh shucked oysters, fresh-cooked crab meat and fresh fish fillets, specially treated paper and wooden products are being tested. At least one manufacturer has already placed on the market a waterproof paper fillet box which is now being used to replace tin fillet cans.

**FISH SUPPLY**—Of the total yield of the fisheries for 1942, about 2,000,000,000 pounds will be available as food. This amount is equal to the 5-year average for 1935-1939. There will be perhaps 10-15 percent less of this protein food available for civilian use, especially certain species commonly canned, because of increased military use and exports. This deficiency will be largely compensated for next year, however, when consumers should look for new species which will be marketed fresh, frozen, and canned.

These new species or those lesser-known to the public will probably include such fresh-water fish as carp, burbot, smelt, buffalo fish, and sheephead; and such marine species as king whiting, skates, mussels, silver herring, alewives, monkfish, sea herring, and mullet.

**FISH OIL**—Because the catch of fish used in production of fish oil is currently about equal to last year's, no restrictive orders on the use of fish oil will be necessary, the Fats and Oils section, WPB, has announced.

The fishing season is now under way and, contrary to earlier expectations largely because of lack of boats, the catch apparently will come close to equaling that of last year. If the present production rate continues there will be a normal supply for all regular users.

**PACKAGED FISH**—Fresh and frozen packaged fish produced in the U. S. during 1941 amounted to 176,539,000 pounds, valued at \$22,700,000. This represented increases of 39% in volume and 65% in value over the previous year. High ranking among the 31 species packaged were haddock with 47 million pounds; rosefish, 42 million; whiting, 24 million; flounders, 19 million; cod, 17 million; and pollock, 14 million. Frozen fillets accounted for 57%, and fresh fillets 30%, of the total output. Massachusetts, with 146 million pounds, had the largest State production, followed by New York with 9 million and Maine with 6 1/2.

**STORAGE HOLDINGS**—Cold storage holdings of frozen fish and shellfish on Sept. 15 were 109,860,000 pounds, which was 10% ahead of the holdings on Aug. 15, and 7% over the amount a year before. Between Aug. 15 and Sept. 15, 29,176,000 pounds were frozen, which represented a gain of nearly 2% over the same 1941 period, but a drop of 19% from the previous month.

Cod and rosefish fillets, flounders and shrimp were frozen in larger quantities than in the same 1941 period; pollock fillets, flounders and shrimp freezings increased over the previous month. Cod, pollock and rosefish fillets, flounders, mackerel, whiting and shrimp holdings were more than a year ago; and cod, haddock and rosefish fillets, flounders, mackerel and whiting holdings were ahead of those on Aug. 15.

**DRAFT DEFERMENT**—Many fishermen who operate independently believe they are not in a position to fill out Form 42-A asking deferment from Selective Service, since they have no employer. Fishermen report that this attitude was taken by many draft boards which disregarded such forms submitted by the registrants themselves. In addition, some of these men hesitate to ask for deferment for themselves for fear they will be termed slackers or draft evaders. This situation extends quite widely into many fisheries, inasmuch as self-employed fishermen are in a majority. A large number consider themselves at a disadvantage, because they have no employer and operate independently.

It would be unfortunate if independent fishermen who are heavy producers do not receive consideration for draft deferment. Consequently, independent fishermen who believe their efforts essential to the country's welfare are urged to submit Form 42 or 42-A to their local draft boards and insist on their consideration.

Recently, word was received from the National Headquarters of the Selective Service system which indicates that Forms 42 and 42-A have been revised and were re-issued on September 15. The use of the new Form 42-A is expected for registrants who are individual owners or operators, as well as by employers of registrants. Under specific instructions on USS Form 42-A, if a registrant owns and operates his own business, he is to fill out this form himself when asking for deferment. Under the item "Name of Company" on the revised form is included "Corporation, partnership, individual — if self-employed, so state." Form 42-A should be utilized by the fishing industry, whether by the individual or by the large unit. If the items on 42-A are not applicable, Form 42 may be used, supported by any additional information available.

**WOMEN WORKERS**—With a continual siphoning of workers by war industries and the armed forces, the labor situation in some parts of the fishing industry is fast becoming critical. It is hoped that good wages and deferments may help keep the boat crews fairly intact, especially captains, engineers and skilled fishermen. On shore, packing and processing plants are switching to women to perform many duties. Packers producing certain types of fish products have used women successfully for years, but the filleting industry was originated as a man's business right down the line. More recently, however, the packing work in several fillet centers has been efficiently done by women. Now the women are beginning to take over the cutting end also, and because of its close association to woman's domestic instincts, predictions are already being made that they'll exceed the productive speed of their male predecessors.

## Developing By-Products from Oyster Enemies

S. R. Pottinger, Fish and Wildlife Service, Reports Plan for Reducing Starfish Infestation on Profitable Basis

OF the numerous and varied forms of marine life that have been accused at various times as being enemies of the oyster, only the starfish and the oyster drill have continued through the years to be serious menaces of more than local importance. They continue to take their toll in spite of the general practice in infected areas of expensive control efforts—dragging, mopping, trapping, etc., which have cost the industry as a whole several hundred thousand dollars each year. If the monetary value of the seed and market oysters destroyed is taken into account, these pests must be charged with a loss ranging up to one million dollars annually.

A year ago work was started under a special appropriation to attempt to develop a commercially profitable product from these oyster enemies. The section of the report relating to this investigation will be in the nature of a progress report inasmuch as phases of this work will require several years to complete with the limited personnel available. The work reported herein relative to oyster enemies was conducted by C. F. Lee, Assistant Chemist. An appreciable portion of seven months was spent in the preparation of a quantity of starfish meal sufficient for feeding and fertilizer tests, and in the solvent extraction of large quantities of starfish oil for a study of the unsaponifiable portion.

The drill is an even more widely distributed pest than the starfish. Growers in the coastal waters of Virginia and Maryland, Southern New Jersey and most of the New England area are suffering losses from its depredations. However, the bulk of the actual catch is small in comparison with starfish, and moreover an estimated 95 percent of the dry weight of the drill is shell so that this species offers little promise of commercial value and all efforts to date have been concentrated upon the starfish.

A product of proven commercial value from starfish would at the same time decrease the net cost of taking the pest and increase the effort to take large quantities. It is probable that if control efforts were extended beyond the boundaries of the present commercial beds, adjacent areas of heavy infestation now serving as breeding grounds could be cleaned up and the starfish population reduced to a very low level requiring only minor control measures to keep it in check.

A bulletin of the Commission of Fish and Fisheries in 1885 is concerned with the "Protection of Oysters from the Depredations of Starfish", but in 57 years little progress has been made in the utilization of this pest. In the New England area, some are used by farmers in the raw state as a fertilizer, being dumped on the fields. A Rhode Island firm is reported

to be preparing a starfish meal on an experimental basis, and one or two firms in Virginia have manufactured a fertilizer grade of meal on a small scale when the abundance of stars warranted operations. There is no record of its use in a mixed animal feed as a source of protein in this country. However, feed prices have risen so that fish meals containing from 62-65 percent protein have ceiling prices of from 70 to 75 dollars per ton in coastal areas, and the use of starfish meal for this purpose was given consideration.

### Chemical Analyses

Chemical analyses of starfish in this laboratory have confirmed the meager data previously reported. There is a considerable variation in the percentage of solvent soluble material or oil and protein present. These, the chief components of the organic material present in the starfish, increase when the starfish are about to spawn. The proportion of inorganic ash decreases at the same time; the moisture content remaining substantially constant at about 64 to 68 percent. Meals prepared in the laboratory have been readily dried at a temperature of 170° F., or less, to a moisture content of less than 3 percent. Almost all these meals have been produced from Fall and Winter samples and are near a minimum protein and oil content. The former has ranged from 26 to 31 percent, while the oil varies from 6.5 to 10 percent. The ash, largely calcium and magnesium carbonates, accounted for from 56 to 61 percent of these meals. It is evident that the protein content of starfish meal is only 40 to 50 percent as great as that of other commercial fish meals. However, preliminary tests showed most of the nitrogenous material present to be soluble in alkali; the chitinous material only averaged 0.55 percent of the meal.

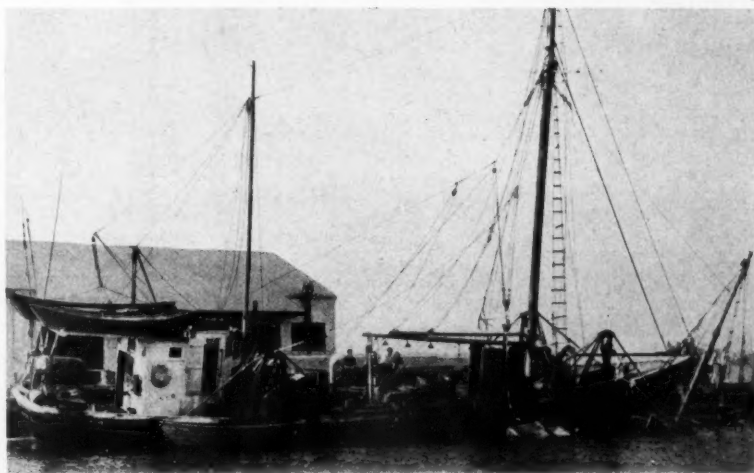
Two series of nitrogen metabolism tests with adult rats were then carried out. The digestibility was 75.5 percent, and the "biological value", which is the percentage of ingested protein utilizable for maintenance metabolism, was calculated to be 84 percent. These values are as high as for the proteins of some food fish, and seemed to merit feeding tests with experimental animals.

### Feeding Tests

However, in considering starfish meal as a protein source, account must be taken of the fact that every 5 percent of protein fed means the inclusion of approximately 8.5 percent of calcium carbonate and 1.5 percent of oil in the diet at the same time. There is little reason to believe that the

(Continued on page 18)

At Homer's Wharf, New Bedford, Mass., is shown the Wolverine-powered "Palestine", commanded by Capt. Edward Sanchez, with the "Alice Mae" which she towed in from Buzzards Bay after 8 hours' salvage work. One cable was passed under her stern and another was made fast well down on the mast. The boat was raised until the top of the deck house was above water, and then strapped to the starboard side of the "Palestine". The "Alice Mae" has been bought by Joseph Lima of New Bedford, and is being reconditioned to resume fishing.



## Natural History and Habits of the Cod Family

By Eric Hardy, F. Z. S., of England

**F**EW deep sea fish have such an ancient fishing history as the cod and its tribe, and the natural history of these fish is extremely interesting, although as yet incomplete. A fish of the cold, sub-arctic waters like the Labrador Current, or where the Atlantic waters mix with that from the rivers, the cod is most numerous off the Newfoundland Banks, U. S. and W. Iceland, the Dogger Bank, the Lefeten Islands and Romadal Banks of Norway. Its distribution depends much upon the salinity and temperature of the sea, and it approaches the coasts of North America and Britain when the sea temperature is falling to its annual minimum, in winter. The seasonal migrations for spawning also take place, bringing the fish to favored banks, or inshore, a migration which is sometimes mistakenly associated with the belief that cod pursue herring shoals. Where the cod come inshore in any numbers they can be caught successfully with long lines set at low water with sixteen hundred hooks baited with squids, whelks or small flatfish.

### Spawning

Cod spawn when four or five years old, that is nearly thirty inches long, and they generally choose water of about ten fathoms depth or less, hence their favoring of the banks. The season lasts from February to May, mainly March, but there is an autumn spawning also in the North Sea. Each spawning cod may lay as many as five million eggs which float with the plankton and are distributed over the seas by winds and currents before the fry hatch in just over a week to twenty days according to the temperature. The newly hatched fry continues to drift on the surface often with jelly-fish until it is about two inches long in mid-Summer and attractively patterned with grey on its sides. Then it leaves the surface of the sea for a life near the sea bottom, haunting weedy or rocky ground near the shore, but sometimes as in the Irish Sea the codlings will haunt sandy or muddy bottoms if the feeding is good.

### North Sea Codling

In the North Sea the codling reaches ten to fifteen inches in length at the end of its second year, about twenty inches at the end of the third year and in the fourth year it becomes mature and spawns. Its food is far more varied than is generally imagined, including most of the marine crustaceans that come its way, as crabs and shrimps, and such mollusks as the squid. It is responsible for a good deal of destruction among young flatfish like plaice and flukes, as well as young herring and sprats and off North America shoals of the little capelan fish.

In the body of a Scarborough cod the other year were found a butterfish or gunnel and a viviparous blenny—a meal so large that part had burst through the stomach wall. Johnstone has recorded fifteen large *Portunus* crabs in a single cod's stomach and another specimen he dissected at Liverpool contained 33 sprats or young herring, one dab 8" long, 3 plaice or dabs 3" to 6" long, 6 shrimps, one sea mouse and a piece of coal 2 oz. in weight which was probably attached to a sea-anemone swallowed by the cod. He also found a ten-inch whiting in the stomach of a 27-inch cod. The only natural enemies of the cod seem to be porpoises, seals, skates, rays, dogfish, whiting, turbot, and brill, the predatory fish catching the cod chiefly in the codling stage.

The largest North Sea cods known at Scarborough included a female of 56 lbs. with 4 pounds of roe and growth-rings showing it to be about 25 years old, landed there in 1941. Compared with the American record of 160 lbs., the biggest North Sea cod at Scarborough was one of 78 lbs., with a girth of five feet and a length of five feet eight inches.

### Geographical Races

Geographical races of cod have been evolved within their area of distribution over the arctic and temperate waters of the northern hemisphere. Those from the North Sea and the Irish Sea are mainly greenish or brownish-olive in color tint,

but darker specimens are found to the north of these areas, with more uniform coloring, while from Greenland, Scandinavia and northern Norway, the cod are frequently marked with an irregular black patch on each side of the body. In depth their haunts extend as low as 120 fathoms. The Atlantic cod do not spawn in large numbers south of Newfoundland (although they descend as far south as New York) and the North Sea. It is essentially a "north fish", but it has been taken, as a 6" codling, fifteen miles up the Mersey estuary at Warrington.

### Haddock

Its relative, the haddock, is equally important, and interesting, from its capricious and irregular periods of abundance. The fluctuations of fish numbers are generally affected by food supplies, salinity, temperature, chemical changes in the water, etc., but in some cases these occur in fairly regular cycles (the whiting in the Irish Sea have cycles of abundance about every eight years) and with others, like the dab, there is alternate abundance and decline without any regular cycle. The further north in the Atlantic the haddock ranges, the larger it attains in size, but a fish of 320 pounds weight, reaching seven and a half feet in length, was once caught in the Irish Sea of the Isle of Man. The largest fish come towards inshore in Winter to spawn in Spring when, like cod, their eggs float and travel with the local drift. The life history closely resembles that of the cod, but the eggs are a little quicker in hatching and when the young fish leave the plankton for life on the sea bottom, they prefer fine sand and warm water, like the summer and autumn shrimp banks.

Their diet is as varied as is that of the cod and they are accused, no doubt with every justification, of following the shoals of breeding herring to prey upon their spawn. Shrimps, crabs, sprats and herrings form their main food, but they also eat the brittle star in good numbers and in deep water they grub up certain crustaceans from the bed of the sea.

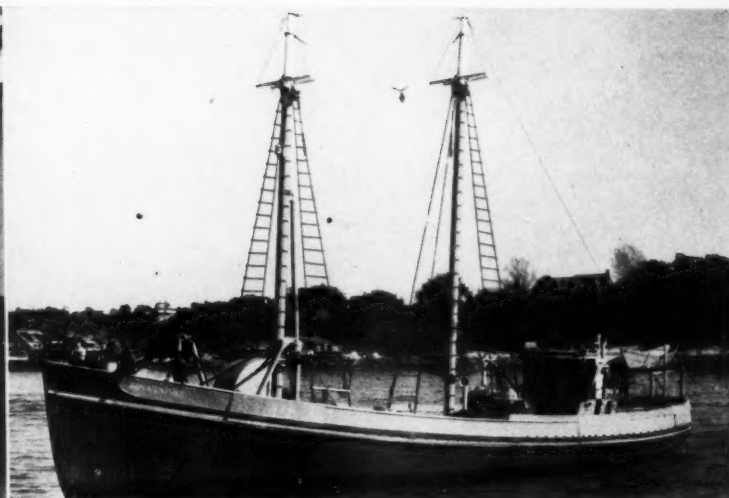
### Whiting

Another important member of the cod tribe is the whiting, interesting to the naturalist because it lacks the typical cod-barbel on its chin. This is essentially a fish of the north European waters, although its shoals are common enough in these waters. Shy yet voracious in habits, it starts life as a fry eating shrimps and other small crustaceans, then it turns to larger crustaceans like crabs and small fish like sprats and sand-eels, finally becoming cannibalistic so that it is not unusual to find whiting inside whiting. It spawns in the cold water of the Spring and its appearances are much more regular than are the shoals of haddock. In a drag of an hour and a half on the fishing grounds off the Mersey estuary early this century, Capt. Eccles made a catch of about 6,000 young whiting.

### Pollock

The other important member of the tribe is the pollock, which likes the sea bottom off rocky and weedy coasts, but its life history is not so well known as those of the other members of the cod tribe, although this is probably materially the same. Like the whiting, this fish inhabits the European seas as far West as the Mediterranean, and it is famous for its power of withstanding strong tides and currents. Although young pollock feed on worms, crustaceans, and shellfish, old pollock make havoc of shoals of young cod. The smaller copper-colored bib or pouting hides among the rocks during the day and becomes active at twilight, searching for worms, crustaceans and other fish to prey upon, but like the whiting and pollock, it does not range across the Atlantic to the American side, although no doubt it could be successfully transplanted into suitable haunts there. "Fish farming" or transplanting to suitable but uncrowded feeding banks will have to become fashionable when the commercial fishery grounds are "worked out" by modern fishing.





The new 97 ft. "Bonaventure" which just landed her maiden trip of 140,000 lbs. at Gloucester, Mass., and her 300 hp., 11½ x 15, 6 cyl., Atlas Diesel. Designed and built by Southwest Boat Corp., Southwest Harbor, Me., for Captains Joseph and Nicholas Novello. Equipped with Shipmate range, Edson Non-Chokable deck pumps, "Gloucester" winch with Kinney flat-faced friction clutch drive, "New England" electric hoist, Hyde propeller, 8 hp. Lister Diesel auxiliary set, Kelvin-White compass and Submarine Signal Co. Fathometer. She uses Gulf oils.

## Gloucester Mackerel Fleet Sets All-Time Records

**A** SUDDEN Fall spurt of mackerel appearing in enormous schools only a few miles off Eastern Point enabled the Gloucester seiner fleet to chalk up one of the biggest and most profitable weeks in history early this month.

On the 8th, 19 seiners hauled for a total of 1,349,000 lbs., giving the crews a total income of \$80,000. Nine trips with 634,000 lbs. went to Boston, while 10 trips with 715,000 lbs. were landed at Gloucester.

The largest trip was that of the *Gertrude DeCosta*, Capt. Anthony Frontiero, which caught 144,000 lbs. in the record time of 6 hours, for which each of her 14 men received \$346, which is also tops. Only two sets were made, one taking 22,000 and the other 122,000 lbs.

On the 10th, 21 boats hauled for 1,582,000 lbs. with 17 of them discharging 1,335,000 lbs. at Gloucester, one of the largest mackerel days in the port's history.

Capt. Joe Sinagra of the *Frankie & Rose* set a new record for a week's seining during which his boat caught 357,000 lbs. in 5 trips, stocking \$20,900 and sharing \$956.

### New Swordfish Record

A new record for swordfishing is said to have been established in September when the *Satan's Wife*, under command of Capt. Carl Olsen, brought in 162 fish from a 20-day trip off Georges.

The fish weighed a total of 34,000 pounds net, an average of 230 per fish. They stocked approximately \$12,000 which gave each member of the 13 man crew \$625.

The *Satan's Wife* is now fishing for yellow-tails under Capt. Bert Cluett. She had a new pilot house put on and was fitted with dragging gear.

### Good Halibut Trip

The halibuter *Dawn*, Capt. Archie MacLeod, made a nice trip last month, stocking over \$12,000 for 67,000 lbs., giving each of her 25 men \$280 for 20 days.

### Three More Gill Netters

The converted gill netter *Aliburton*, owned by Roland Wonsen is to be skippered by Capt. John Zager. The vessel has a new deck and superstructure.

Two other gill netters which are now making Gloucester their home port are the *Richard J.* and *Richard J. II.* They are skippered by Captains James Madruga and Jens Buhelt respectively, and are owned by the Richard J. Corp. which is headed by James Bordinaro of the Empire Fish Co.

With the heavy pollock season underway, the gill net fleet now comprises 17 vessels and is still growing. Several boats have been landing good fares, among them being the *Anna C.*, *Jackie B.*, *Edna Fae*, *Richard J.* and *Naomi Bruce III.* Trips have gone as high as 14,500 pounds.

### "Restless" Sinks After Explosion

The 55-year old, 54 ft. whiting dragger *Restless* burned and went to the bottom, following an explosion early this month. The five-man crew, including Capt. John H. Conway, made their way to safety in a dory. They were rescued by the *Josie M.*, Capt. Edward Merino, of Boston, and later transferred to a Coast Guard vessel.

### Corkum Takes "Newcastle"

The *Newcastle*, owned by John J. Burke, is now skippered by Capt. Freeman Corkum. During his first 3 weeks in command, the boat shared over \$600 per man.



Unloading the record mackerel catch of 144,000 lbs. from the "Gertrude DeCosta" at Gloucester. 45,000 lbs. were carried on deck.



Capt. H. Elroy Johnson of Bailey Island, Maine, center, puts a bushel of Casco Bay quahogs in the car of Warden Supervisor Ernest V. Woodward, right. Warden Bertram E. Davis is at the left.

## Maine Fisheries Gaining In Poundage and Value

**C**OMPARATIVE figures on the State of Maine fisheries for the first eight months of this year reveal a general increase over the 1941 catch, according to the State Department of Sea and Shore Fisheries.

In poundage, the fisheries for 1942 totaled 102,704,433 pounds; against 95,927,335 for 1941—an increase of 6,777,098 pounds. The value of this catch shapes up thus: 1941 value, \$2,340,028.89; 1942 value, \$3,055,421.85—an increase of \$715,392.96.

Most of the 46 varieties tabulated showed an increase—notably herring which alone accounted for 2,714,040 pounds of the total increase. Not only that, but the average price of herring nearly doubled—from 59½¢ a bushel in the first eight months of 1941 to between 90¢ and \$1 for this year.

The lobster catch decreased in poundage but increased in value. In 1941 Maine lobstermen reported 4,008,778 pounds; against 3,934,433 pounds for the same period this year. However, the average price of lobsters rose .0178 cents a pound, and the increase in value of the eight months' catch was \$56,148.95.

In respect to other types of fish, both poundage and value seem on the way up. In addition, fishermen are bringing in



The 57' "Annie Louise", of Portland, Me., before being converted recently to a dragger and furnished with pilot house, dragging gear, and a new 110 hp. Mack Mariner Diesel. Owned by The Harris Co. and skippered by Capt. Rubin Dougherty.

varieties not formerly marketed, since a war-time food economy has extended the use of fish and placed a commercial value on types formerly classified by the trade as "trash." These are all healthful and tasty fish, but until now have not been demanded in quantity.

### Quahogs Re-established

A bushel of Casco Bay quahogs, the first of this month, made the trip from Brunswick to Jonesport, and are now living there in the first effort to see if the once abundant little-neck clam can be re-established along the coast of Maine. After several years work, entailing willing cooperation among the fishermen of eastern Casco Bay, the quahog has again attained commercial importance locally. Not only are quantities dug and shipped, but fishermen are able to take many seed quahogs. Most of these are kept in Casco Bay, but some have been sold outside the State to improve competitive beds.

Feeling the economic value of keeping the business among Maine fishermen, the Casco Bay diggers volunteered to assist the Maine Sea and Shore Fisheries in experimenting to see what parts of the coast would be best adapted to plantings. The first planting was made at Jonesport by Warden Supervisor Ernest V. Woodward and Warden Bertram E. Davis, assisted by Capt. H. Elroy Johnson of Bailey Island, attached to the Maine Development Commission. Future plantings will be made at likely spots as often as the cooperating Brunswick diggers can supply seed quahogs without endangering their own supply. The only large-scale effort to re-establish quahogs in Maine has been pioneered by Brunswick fishermen, and today they not only have a lucrative business, but they are in a position to extend their experience and seeds to the rest of the Maine coast.

### To Can More Sea Herring

Experimental packs of Maine sea herring, the smaller members of which are canned as Maine sardines, have been put up for export and have proved satisfactory. More than 100,000 cases had been packed by mid-September.

A million-case pack, 30,000,000 pounds, hoped for in 1943, will be purchased almost entirely by the Federal Government. The result of the new experiment will be an increase of 30,000,000 pounds of protein food to supplement the Nation's war-time meat diet.

The experiments which have made the new product possible are being conducted by the Fish and Wildlife Service, Agricultural Marketing Administration, and the fish-canning and can manufacturing industries in Maine, working together through the Office of the Coordinator of Fisheries.

Previous attempts to can the large-sized sea herring in small quantities for local use near supply sources have been made; but because normal canning procedures had not insured a firm-meated result, the product had never been suitable for general merchandising and wide-range shipment.

Government and industrial technologists began their investigation by determining the effect of various conditions of brining and lengths of pre-cooking time prior to processing. Later they opened the herring so canned and tested the contents for firmness, color, odor, taste, and other qualities which would guarantee the product suitable for distant shipping and distribution.

### Portland Vessel Grounds

Capt. Arthur Ricker and his four-man crew escaped in a dory when the Portland Fish Company dragger *Pofisco* ran aground in dense fog on Sept. 26, during a 45-mile gale.

### New Dragger for Dallett

Morse Boatbuilding Co., Thomaston, is building a 95-ft. dragger for John Dallett of Dallett & Son, New York City. She will be a duplicate of the *John G. Murley*, which Morse is now equipping for fishing, and which is expected to leave the yard early in November.

### Two Thirds of Sardines for Government

Government requirements of Maine sardines have been placed at a minimum of 2,250,000 cases. This will take slightly over two-thirds of the estimated 1942 pack of 3,000,000 cases. The industry received releases of one-third of its pack to August 15 for distribution in normal trade channels. It is expected that these releases will continue as long as it can be foreseen that Government requirements will be met.

## New Bedford Has New Plant

**T**HE Wamsutta Fillet Corp. has been organized with Capt. Dan Mullins as president and treasurer, Frank Parsons, director, and Joseph Smith, manager. They have started operations in a newly outfitted plant on the Acushnet Fish Corp. wharf property. The cutting and packing room, with space for 25 workers, is designed for sanitary, efficient production. It is 40' x 18' and has concrete floor and galvanized work benches. Ample locker, storage and office space is provided and fish can be taken from boats at either end of the plant.

### Seaview Improving Facilities

A general improvement program to give better and larger facilities, is underway at the Seaview Fish Co. plant.

The Company's 75' x 60' corrugated steel building is being entirely sheathed on the inside and insulated with rock cork. Flooring is being installed over the packing and shipping rooms to provide storage space, and a mezzanine floor with women's dressing room is being built over the office. The size of the cooler is to be doubled to provide a capacity of 450 boxes.

Additional windows are to be placed in the cutting and packing room to provide daylight conditions.

A concrete retaining wall, 4 feet high and 8 inches thick, is being placed around the outside of the building, and a canopy is being built over the unloading dock. The plant employs 40 men and 12 women. Walter Smith is president and William Curran sales manager.

### "Clifton" to Join Dragger Fleet

The 62 x 16 x 6 *Clifton*, formerly a seiner out of Atlantic City, has been bought by Capt. Harry Nelson and Correia & Sons of New Bedford. She has been powered with a rebuilt 100 hp. Fairbanks-Morse Diesel and is being rigged for dragging. A new 40,000 lb. capacity hold has been built, and her planking above the motor line was renewed by Kelly's yard. Two new bunks have been placed aft of the engine and a new Shipmate range installed.

### Provincetown Whiting Fishing Good

Dragging for whiting has been very profitable for the Provincetown fleet, with every dragger working to the limit. Prices are very good, and crew members have been sharing better than \$100 per week each.

### R. I. and Conn. Draggers Prospering

Otter-trawl fishermen out of Point Judith, R. I. and Stonington and New London, Conn., have been doing very well, with prices better than usual. Catches consist mostly of scup and yellowtails with smaller amounts of whiting.

## Commercial Fisheries Exhibit At Brockton Fair

**T**HE general theme of the Fisheries exhibit at the Brockton, Mass., Fair, September 13 to 19, was "Seafood—a War Food."

The exhibit was sponsored by the Massachusetts Department of Conservation, Raymond J. Kenney, Commissioner, and the Division of Marine Fisheries, Ralph H. Osborn, Director.

This exhibit was unique not only in its setting, but also because of the fact that no dusty mounted specimens were shown, the actual fresh finny fish, shellfish, crustacea and other sea foods being prominently displayed on a bed of crushed ice and rockweed, where the public could reach out and touch them.

The set itself was particularly attractive. The lighthouse was of the flashing type, and on the left of the set on one of the fishing boat masts was a fluttering pennant. On the pier were exhibited most all forms of fishing equipment, including a small otter trawler.

Observers declared this to be the outstanding commercial exhibit at the Fair. One hundred thousand people saw the exhibit. On duty were several uniformed coastal wardens who answered questions. Six thousand cook books, donated through the courtesy of E. H. Cooley, Manager of Massachusetts Fisheries Association, were given away. Over two tons of mussels were steamed and sampled on the premises by Fair visitors.



The Governor of Mass., Leverett Saltonstall, center, accepts a gift of a basket of mussels at the Brockton Fair from Ralph H. Osborn, director of the Mass. Division of Marine Fisheries, as Mrs. Thompson, mussel demonstrator, looks on.

## Louisiana Studying Shrimp Supply

**C**ONSERVATIONISTS are now seriously studying the effect of shrimp drying in Louisiana and the effect it may have on the shrimp industry both from supply and economic standpoints. A much lower price per barrel is paid for shrimp for drying than for any other purpose, and a barrel of such shrimp contains hundreds, if not thousands, more shrimp than a barrel of shrimp for canning or for the fresh market, it is claimed. A barrel of fresh jumbo shrimp averages about 7,000 shrimp to a 220-lb. barrel; canning shrimp run about 14,000 to a barrel and drying shrimp about 42,000. Jumbo shrimp return to the fishermen \$22.00 per barrel, canning shrimp \$16.00 to \$18.00 and drying shrimp from \$7.00 to \$9.00. If each barrel of \$9.00 drying shrimp were permitted to develop to canning size it would be worth at least \$40.00 more to the fishermen. If each barrel of drying shrimp developed to jumbo sizes it would bring the fishermen from \$100.00 to \$150.00 more. This increased revenue resulting from permitting shrimp to reach canning and fresh market sizes together with the conservation which would result from conserving small shrimp, is said to be the reason that other shrimp States have completely abolished shrimp drying.

### Adjust Canned Shrimp Ceilings

Ceiling levels on canned shrimp in both wet and dry pack have been lifted by 17 to 27 per cent per can at the packer level, the Office of Price Administration announced Sept. 24, in conformance with the increased drained weight in each container order by the Administrator of the Federal Security Agency under the Pure Food Act.

Future shrimp packing may be done only in No. 1 picnic and No. 5 large sized cans, instead of seven different ones as previously. The No. 1 picnics will contain 7 ounces of wet packed shrimp instead of 5¾ as hitherto, and the No. 5 size can will contain 38 ounces as compared with 32 ounces.

### Good Shrimp Catches

Trawlers fishing for the most part out of Trinity and Tiger Shoals came in during the first part of October with the largest catches made in more than 6 months. It is said that the *Joe Rizzo*, St. Johns Shrimp Company boat, captained by Jesse Zorn, was high with 80 barrels. The *Forty Fathom No. 7* had 75 barrels. Most of the trawlers had from 45 to 70 barrels and all were large shrimp which bring \$22.00 per barrel.

### To Ask for Deferment of Captains

Unless captains on shrimp boats and other key men in the headless shrimp industry are deferred long enough to permit





The "Lillian Parker" is owned by T. C. Harvey, Gulfport, Miss. and is powered with a Superior 4 cyl., 4 1/2" x 5 3/4", model MRA-4 engine, rated 62 hp. at 1500 rpm.

the training of replacement workers, many trawlers will remain idle for the duration of the war. This matter was informally discussed at a gathering of several owners of trawler fleets at Patterson, October 6. Basing their opinion on deferments that have been granted to key men in other industries, it was the belief that draft boards would give consideration to an application for deferment if properly filed by the employer of the boat captain or other nonreplaceable employee.

#### Klonaris Building Six Trawlers

The E. Klonaris Shipyard is humming with activity. Now under construction are two trawlers for the Louisiana Fish Company of Golden Meadow, and one each for Earl Webster, J. R. Hardee, Jr., Truman Pacetti and G. Mead.

#### Shrimp Prices Set

The Gulf Coast Seafoods Union, the last of Sept., set the price on canning shrimp (26 count and over) at \$18.00 per barrel. The price on shrimp to be sold on the green market is \$22.00 for 25 count and under \$20.00 for 26 count and over.

#### Crab Price Advanced

Union officials announced the last of Sept. that local crab processors had volunteered to advance the price paid on live crabs from \$2.00 to \$2.25 per 100 lbs.

#### Murphy Diesel for "Freedom"

The *Freedom*, 75 ft. trawler, recently built in Gulfport, Miss., for Capt. John Santos, is in dock at Morgan City where a 130 hp. Murphy Diesel is being installed and the boat rigged.



The "Frank D. Upchurch", 59' long with 17' beam, is owned by J. R. Hardee, Jr., St. Augustine, Fla., and is powered by a Caterpillar Diesel marine engine, turning a 42x32 propeller.

## Florida Shark Fillets

SUN dried shark fillets from Martin County are helping to avert the meat shortage in Cuba. Salerno Shark Fishery on Manatee pocket has started the shipment of several tons of dried shark meat monthly to the Cuban market.

The meat is cut into steaks from 8 to 15 inches long, 4 inches wide and 1/2 inch thick. The meat is first salted, then placed on wire trays in the sun where it dries several days. It is packed in 25 lb. boxes for export and is viewed as a table delicacy in Havana. Dried shark meat tastes much like dried codfish, and is prepared in the same manner. A prior attempt to market shark in the United States was successful so long as the product was sold under the term "grayfish", but when the Bureau of Pure Foods stepped in and insisted that shark be labeled shark, the public dodged the product.

#### Large Shark Liver

What was thought to be some kind of a record was the bringing in at Fernandina of a shark liver which produced almost 20 gallons of oil. Samples have been submitted to laboratories in an effort to determine the value of the oil for nutritional purposes.

#### Shark Plant Reopens in New Location

Involving a loss of war-valuable shark liver oils and other products, fire of undetermined origin completely destroyed a Fort Pierce waterfront building used as a shark processing plant.

The city commission, acting after a petition, notified the owner that re-establishment within the city limits would not be allowed. However, when Dr. Van Beyer, owner of the plant, asked permission to open in a new location, this was granted.

Dr. Van Beyer stated that operation of the plant was under the supervision of the Department of Agriculture and that high sanitary standards would have to be met.

He stated that experiments are to be made in utilization of shark meat as food, and that practically the entire carcass is used, offal and unusable portions being carried out to sea and dumped.

#### Good Supply of Mullet

Titusville fishermen say that the present supply of mullet from Indian River is the best in the past ten years. Mullet is of fair size, but market prices have not been favorable.

#### Record Sponge Sales

September sales on the Tarpon Springs Sponge Exchange aggregated \$159,193.94. This total is 5 times greater than the September total a year ago. The sales for this year up to October 1 amount to \$1,563,026.34. For the same period in 1941 they were \$1,059,612.28, and in 1940, \$625,246.47.

#### First Converted Sponge Boat Launched

With ceremony, the first of the converted sponge boats for Navy patrol duty was launched September 21, at the Sponge Exchange. The boat was formerly the *Panovmitis*, owned by M. Gonatos. The Navy has taken over a group of the boats, and they are now in the process of being converted.

#### Sponges for Fertilizer

And now with the curtailing of some regular sources of fertilizer comes word of a plant which is utilizing sponge material for fertilizer.

The product used is the loggerhead sponge, hitherto scorned by commercial spongers. There is also the possibility that this sponge may be the source of a sideline of poultry and cattle meals high in protein value, and possibly another sideline of silica for building materials.

W. A. Murray, practical fertilizer man, has erected a plant near the mouth of the Goulds Canal. At the present time, states Murray, his plant can produce five tons of commercial fertilizer daily from 20 tons of sponges.

#### More Fresh Fish Wanted

A wartime development of importance to Florida is the request by the government that the fishing industry double its production. When canned fish is virtually monopolized by the government for armed forces, the demand for fresh fish is increasing.

## Maryland Tongers Busy

OCTOBER saw many more of the packers' houses begin to shuck oysters in Oxford, Cambridge, Chestertown, Crisfield and Deals Island. During October, only tonged oysters from private beds and natural rocks are used. Oysters sold in the shell in the Crisfield market for \$1 a bushel, and shucked for \$1.90 for standards, and \$2.40 for selects. Oysters are reported in good shape and fat.

Tonging is much tougher work than dredging. The operator stands on the side of his comparatively tiny craft, wielding long handles, generally 15 to 20 ft. in length, in scissor-like fashion. At the base of each handle is a 40-inch iron framework, bearing teeth on its lower face. Along this bar and paralleling it are five iron rods, forming the head, whose ends are slightly curved up from the main or toothed bar, forming a concavity.

By alternately drawing the handles open and closing them, the teeth close in on the hard objects (more difficult than it sounds) and a good tonger can fill his bushel measure in 4 or 5 "licks". On private beds an expert workman can handily tong from 8 to 12 bushels an hour, but a tonger, if working alone, rarely works at this operation for more than five hours a day. The rest of the time he spends in culling his "jag". Some of the tongers cleared \$1,000 last season, and expect to do even better this season.

The dredgers have been busy getting their boats and equipment in readiness for the season that opens November 1st, in the Maryland waters of the Chesapeake Bay.

The oyster planters in the Sinepuxent Bay are already busy in harvesting their oysters. The planting of oysters in the Sinepuxent has increased in the past few years, and now there is being handled a large quantity from this section. The watermen in this section have begun to realize a good profit on their investments, and more people are being engaged in the oyster business.

### Crab Season Successful

The soft crab season will soon close and there has been a much larger supply this season than last. The packers and catchers have had a successful season also. Capt. Emory Nelson, a trot-liner, did very well this season. All the soft crabbers enjoyed a good season's work.

### Swordfish Caught in Pound

Judry Simpson, commercial fisherman, caught a swordfish in his pound offshore during September, that weighed 92 lbs. and was 7 ft. long. The swordfish was cut into steaks and sold to the local trade. Several types of game fish, including pompano and tuna, have been caught by pound fishermen of Ocean City, Maryland. One pompano weighed 18 lbs. Channel bass are now running along the Maryland coast.

The first crabmeat was shipped in cardboard boxes during October. After October 1st there were no more tin cans used. The packers find the new packages are giving satisfaction.

### Cropper Fish & Oyster Co.

One of the leading seafood firms of Ocean City, Maryland, is the C. P. Cropper Fish & Oyster Co. This firm was organized in 1910 and deals chiefly with the wholesaling of fish and oysters. Eight trawlers proceed daily from the fish docks on the north side of Ocean City harbor going to sea to bring in catches from the pounds located about one mile offshore.

Twenty-five people are employed by this company. In the winter, an oyster industry is maintained at South Point where thirty to forty men work as tongers and dredgers.

### Capt. Lloyd L. Todd

Capt. Lloyd L. Todd, 45, a well-known and successful waterman, died in Crisfield on September 14. Capt. Todd was owner and commander of *Grover G.*, a Virginia built batteau, 50 ft. long and 12 ft. wide, powered with a 40 hp. Palmer engine, and having a capacity of 1600 bushels of oysters. Capt. Todd's brothers are also owners of large boats and are successful on the Chesapeake. They are Captains Wells, Luther L., and J. Edward Todd.

N. R. Coulbourn, owner and manager of N. R. Coulbourn & Co., Crisfield, Md. and Hampton, Va., which firm deals in all kinds of seafood, but makes a specialty of crabmeat.



## Virginia To Study Crab Fishery

DR. CURTIS L. NEWCOMBE, director of the Virginia fisheries laboratory at the College of William and Mary in Williamsburg, announced on October 10 that John C. Pearson, Federal fishery expert, is being transferred from Washington to Williamsburg to make a detailed examination of the crab fishery, and determine practical and adequate protective measures to rehabilitate the crab population.

Pearson has spent the past year in field studies of the soft and hard crab fisheries, and particularly of the crab sanctuary in the lower Chesapeake Bay, maintained for the past two summers by the Commission of Fisheries of Virginia. The Virginia Commission, in co-operation with the College of William and Mary, has maintained the fisheries laboratory at the college for the past two years, with field studies being centered at the fisheries station at Yorktown.

### Oyster Season Underway

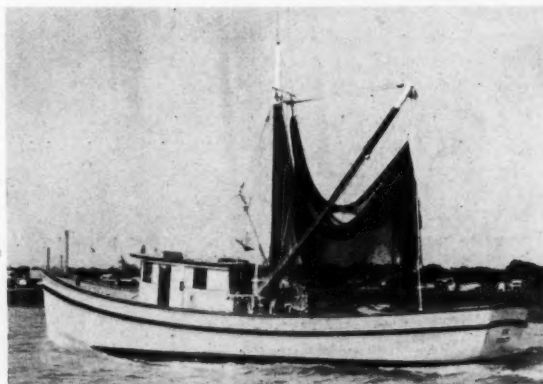
The oyster season in the Potomac River opened on Sept. 15, while the season on the James River and the other sections of Virginia opened Oct. 1.

An earlier season was adopted for the Potomac River oyster beds because Maryland and Virginia have concurrent jurisdiction over these beds, and the Maryland law permits tonging on Sept. 15. An agreement was made with this State for an earlier season.

### Capt. C. T. Carmines

The body of Capt. Christopher Thomas Carmines of Messick, missing since his 48-foot oyster sloop, the *Silver Spray*, was found aground Sept. 18 in Batten's Bay, was recovered Sept. 22 by a party led by his brother, C. W. Carmines.

Capt. Carmines was 68 years of age. He was born and reared in the Messick section, and had been captain of the *Silver Spray* 41 years.



The "Elna", owned by J. R. Hardee & Son, St. Augustine, Fla., is 57' 6" long with 17' beam, and is powered by a Caterpillar Diesel marine engine.



Everett Gallagher, of Gloucester, Mass., representative of the Wolverine Motor Works, and the "Aeolus" on which he was engineer when she was shelled.

## Shelled by a Submarine

By Everett Gallagher

IT was my sixth trip as engineer on the 65' dragger *Aeolus*, when we left Gloucester early in June. The crew, under command of Capt. John O. Johnson, had been making about \$100 per week on redfish, but we had decided to make a trip for groundfish with the hope of doubling our earnings.

At about 4 o'clock in the afternoon, the skipper heard the noise of gun fire in the distance and thought it probably was coast artillery practice. But upon climbing to the crow's nest, he sighted two vessels, one alongside the other. Soon there was a growing smudge of smoke, and one vessel started toward us at fast speed. By the time the captain recognized it as a submarine, a warning shell burst over our boat. All our crew was on deck, and just as the captain came down, the sub scored its first hit.

We immediately put our 2 dories overboard, and the five other crew members left the boat, while I made a final dash below to get a suitcase which contained 7 packs of cigarettes, and a gallon jug of water. While bullets were being fired into the boat, I made a final jump into the pilot house, tore out the compass and made a quick get-away in a waiting dory. I had to leave \$200 worth of tools in the engine room. The captain made an unsuccessful attempt to rescue his white Spitz dog.

Only 15 minutes had elapsed since the first shot had been fired. Until we had all left the boat, the sub had kept far enough away to avoid identity, and then she came alongside the *Aeolus*. A total of 17 shells were fired into her hull, which finally started burning after the fuel oil tanks had been hit. The boat started down slowly, and then suddenly went under fast, just 10 minutes after I had left her.

While rowing away, we could see 8 or 10 men, including a photographer on the navigating bridge of the sub, which looked to be new and about 300 feet long.

With 3 men in each dory, we took turns rowing, used what water and cigarettes we had, and headed for land with the aid of our compass. A thick fog limited our visibility to about 2 miles, but we kept going through that night and the next day. A few times we heard planes, and at one time sighted one, but they apparently didn't see us. In one place we went through a lot of heavy oil, which was evidently the remains of a tanker sinking. We also saw a lot of timber floating.

After 26 hours, a pouring rain started, which continued for the rest of our trip. Finally at dawn of the second day, 36 hours after we left our boat, with much difficulty, we reached the rocky shore on a long wave.

There we were surprised to find the 8 crew members of another Gloucester dragger, the *Ben & Josephine*. They were from the boat we had seen go up in smoke, and had arrived just ahead of us.

The lighthouse keeper put in a call to the Coast Guard station, which dispatched a rescue craft. The crews of both boats were taken inland, where we were placed under guard, and given dry clothing by the Red Cross. Later we were taken by bus back to our homeport of Gloucester, where we were escorted into the city by motorcycle police, and accorded a special reception at the Chamber of Commerce.



## Wisconsin Loses Smelt Cannery

LAST spring, due to the shortage of canned fish, experts from the Fish and Wildlife Service visited Marinette, Wisconsin, for the purpose of helping to inaugurate the canning of smelt which are numerous in Lake Michigan. They found a cannery—the Gilett Company of Gilett, Wisconsin, and a man who knew about canning smelt—Glen Olson. It was decided to can a million pounds of smelt, but then Mr. Olson was inducted into the Army, as no deferment for him would be granted. Furthermore, the superintendent of the canned vegetable department of the company was also drafted, and the management of the company did not feel that they could proceed under those handicaps. Therefore, for the time being, the project has been abandoned.

### Green Bay Fishermen Meet

Federal Co-ordinator of Fisheries Frederick H. Mersnest told commercial fishermen at a meeting September 28 in Green Bay to get all dressed fish on the market as soon as possible to relieve transportation congestion.

Mersnest said that fish are being used as a principal food in the armed services as well as a "fill in" on the menu of the general public. Fishermen can help the Government relieve its food problem, he said.

Speakers besides Mersnest included George Lince, Green Bay, president of the Green Bay Fishermen's Association, and Capt. Orin Angwal, Marinette, commercial fisherman.

The meeting served as a roundtable discussion of the fishermen's problems with Arthur Pettigrew, financial secretary to Gov. Julius P. Heil, attending as the representative of the Governor's office.

Regulations for perch, herring, smelt and suckers were discussed at the meeting, which was presided over by Dr. Edward Schneeberger and Matt Paterson, both of the State Conservation Commission.

### Chicago Receipts for August

About 4,978,000 pounds of fresh and frozen fishery products were received during August at the Chicago Wholesale Fish Market, according to monthly summary figures released by the Chicago Fishery Market News office.

Compared with July's arrivals of 4,811,000 pounds, this represents an increase of 167,000 pounds, or 3 percent. An increase of 592,000 pounds is also shown compared with the August 1941 figure.

Domestic catch accounted for 3,324,000 pounds of the total August receipts; 1,654,000 pounds were imported (including the catch taken by United States vessels and shipped through Canada to the United States in bond). Imports were greatest from British Columbia—in bond, which sent in 900,000 pounds, mostly fresh and frozen halibut.

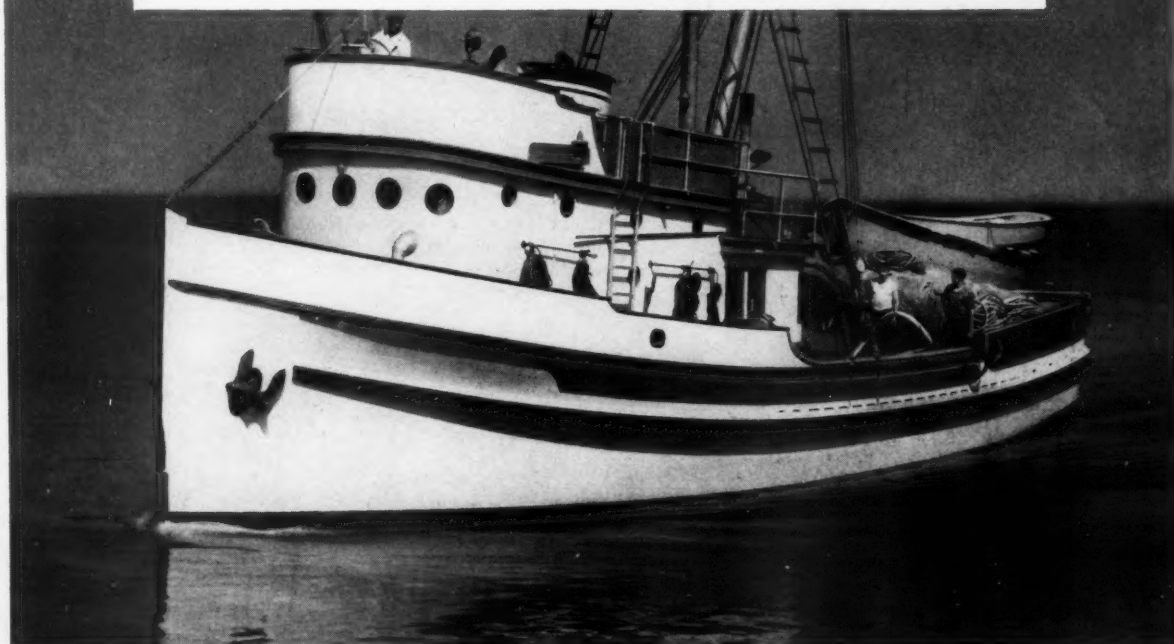
Fresh-water species—fresh and frozen—received in greatest abundance at the Chicago Market during August were fresh lake trout (445,000 pounds); fresh yellow pike (291,000 pounds); whitefish (257,000 pounds).

Predominating salt-water species of fish were fresh and frozen halibut (771,000 pounds) and frozen rosefish fillets (482,000 pounds).

Varieties of shellfish received at the Chicago Market included 460,000 pounds of fresh and frozen shrimp, and 102,000 pounds of hard clams.



*....and still another*  
**F-M DIESEL**  
*is in the Navy now!*



She used to be a purse seiner—and as trim a craft as ever caused a fisherman's pulse to skip a beat. Today she's serving in the world's finest Navy—your Navy and ours—Uncle Sam's Navy.

The same is true of many fishing boats propelled by Fairbanks-Morse Diesels, in both the Atlantic and the Pacific. The unfailing dependability that makes Fairbanks-Morse Diesels good fishermen makes them good

sailors. So now these commercial vessels supplement the hundreds of new F-M engines used by the Navy.

If you plan to build or convert, use your priority to get a Fairbanks-Morse Diesel. Their traditional dependability is a plus value—today and tomorrow, too. Fairbanks, Morse & Co., 600 S. Michigan Avenue, Chicago, Ill. Branches with service stations in principal ports.

*Over 80% (by horsepower) of all Fairbanks-Morse Diesels in service are repeat orders—proof positive of their economy and dependability.*

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 MOTORS  
 SCALES  
 PUMPS**

## A Few of the Many WOLVERINES in Massachusetts



The "Captain Drum", owned by Capt. John Tarrantino, Gloucester, Mass., and powered with a 4-cylinder,  $8\frac{1}{2}$ " x  $12\frac{1}{2}$ ", 100 hp. Wolverine Diesel engine.



The 60 ft. "Huntington Sanford", owned by Capt. J. W. Murphy, New Bedford, powered by a 100 hp., 4-cyl., 4-cycle,  $8\frac{1}{2}$  x  $12\frac{1}{2}$  Wolverine Diesel.



The "Ann and Marie", owned by Jas. J. Aylward of New Bedford, powered with a 4-cylinder, 2-cycle,  $6\frac{3}{8}$  x  $8\frac{3}{8}$  Wolverine marine Diesel engine.

**Wolverines are long-lived and  
designed for fishing service.**

**Wolverine Motor Works Inc.**  
Union Ave. Bridgeport, Conn.

### N. C. Fishing Profitable

**N**ORTH CAROLINA fishing is now better than in the past several years, and it looks like a return of old times. Early in the season fishermen had witnessed the high wages being earned by defense workers, and feared they would not be able to get sufficient help to handle their nets. But a few crews finally got their nets ready and began fishing September 8. Although there are fewer fishermen by far than last year, there have been more than twice as many fish caught and prices in most cases double those of last year.

### S. C. Sees Big Oyster Crop

**T**HE largest yield in history is expected this year from South Carolina's oyster bottoms, according to John M. Witsell, chairman of the Board of Fisheries.

Yields have increased annually for a few years, and a new record is expected this year in the light of plantings exceeding all former numbers. South Carolina oysters have been highly developed by steady cultivation in the way of size of oysters and quantity of the yield.

Canning in 1939-40 consumed 25,134,466 ounces of oysters, and in 1940-41, 33,416,138 ounces. During the first season 816,494 bushels of shells were planted; in 1940-41, 1,342,287 bushels, and 1941-42, 1,546,345 bushels.

### Oyster Enemy By-Products

(Continued from page 9)

presence of this amount of oil would be injurious although its action will be checked experimentally, solvent extracted meals and straight dried meal being fed at the same protein level. More uncertainty exists as to the effect of the high levels of calcium that would accompany the use of starfish meal as a protein supplement. Feeding tests are under way in which starfish meals are being fed to growing chicks as the sole animal protein supplement and at lower levels approaching the commonly accepted levels of calcium carbonate. Rat growth tests are also being conducted with diets containing corresponding levels of protein. In the diets containing reduced amounts of starfish protein, admixtures with other fish meals will demonstrate the relative efficiency of the protein sources. It is possible that if the results of these tests are satisfactory, starfish meal might be more easily placed on the market in admixture with other fish meals of high protein content. The calcium carbonate level could be adjusted to meet directly any desired requirement of feed mashes ranging up to the supplementary mash for laying hens which normally need an addition of from 5 to 6.5 percent of limestone. It is expected that the chicks now on test will be used for egg production and hatchability tests on a small scale at the proper time.

The vitamin A content amounted to 900 International Units per gram of the oil tested, and on this basis would have no value as a source of vitamin A concentrate. The meal should be at least equal to or better than other fish meals as a vitamin A source.

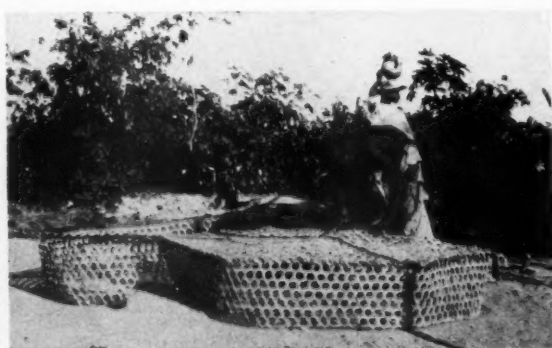
The solvent soluble portion of the starfish, averaging about 9 percent of the meal with acetone or petroleum ether extraction, contains most of the pigment and is consequently a very dark red or almost black viscous oil. Under certain conditions, it will polymerize to a tar-like solid. The limited amount of raw material available and the necessity for use of solvent extraction makes the oil as a whole of only academic interest. The unsaponifiable portion of the oil, amounting to about 10 percent, or 1 percent by weight of the meal, seemed to hold the most promise of yielding a product of commercial value commensurate with the difficulty of its preparation. It is known to contain at least two new sterols, which have, however, never been isolated and studied. This laboratory has made possible the continuance of a research project at Yale University on these sterols by the preparation of a considerable quantity of starfish oil.

Field tests to determine the performance of starfish meal as a fertilizer, and studies of the free amino acids present in starfish are contemplated as soon as time permits.

## Boston Landings for September

(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	78,000	Jennie & Julie (2)	41,000
Adventure (4)	345,000	Joe D'Ambrosio (5)	66,000
Adventure II (3)	125,000	Josephine & Mary (2)	80,000
Al. M. Hathaway (2)	125,000	Josie M. (5)	123,800
Alphonso (3)	31,800	Josie II (4)	56,300
American (3)	126,000	Lark (4)	272,000
Annie (5)	80,000	Lawrence Scola (6)	153,000
Annie & Josie (5)	86,000	Leonardo (4)	55,000
Antonina (2)	60,000	Linta (2)	46,000
Barbara C. (1)	22,000	Maine (4)	486,000
Bethulia (3)	77,000	Maris Stella (4)	377,000
Bettina (3)	199,000	Mary & Jennie (5)	79,000
Billow (3)	315,000	Mary W. (1)	41,000
Boston (2)	203,000	Mayflower (1)	10,500
Breaker (4)	445,000	Neptune (4)	513,000
Breeze (1)	84,000	New England (4)	66,900
Brookline (2)	245,000	Newton (4)	528,000
Cambridge (3)	399,000	Njorth (1)	22,000
Cape Ann (2)	120,000	Olympia (4)	290,200
Capt. Drum (2)	74,000	Palestine (1)	43,000
Carlo and Vince (2)	52,000	Philip J. Manta (2)	38,000
Cla'ce B. Mitchell (5)	89,000	Plymouth (4)	499,000
Comber (3)	362,000	Poseidon (1)	23,000
Cormorant (2)	264,000	Princess (4)	59,600
Dawn (1)	54,500	Quincy (3)	284,000
Desire (1)	15,000	R. Eugene Ashley (2)	128,000
Dorchester (3)	328,000	Ripple (3)	306,000
Doris G. Eldridge (2)	112,000	Robert & Edwin (6)	111,200
Eddie and Lulu M. (6)	114,400	Roma (5)	103,000
Ethel B. Penny (2)	111,000	Rose & Lucy (1)	35,000
Eva II (4)	43,000	Rose Marie (2)	80,000
Fabia (3)	439,000	Rosie (5)	118,800
Fannie F. Hickey (4)	102,000	St. Joseph (2)	46,500
Felicia (1)	53,000	Salvator (4)	37,000
Flow (3)	327,000	San Calogero (5)	181,200
Frances C. Denehy (2)	140,000	Santa Maria (2)	92,000
Frank F. Grinnell (1)	20,000	Sea (3)	262,000
Frankie and Rose (1)	34,000	Sea Ranger (2)	130,000
Gert. L. Thebaud (2)	102,000	Sebastiana & Figli (3)	44,400
Gertrude Parker (3)	207,000	Theresa and Dan (1)	35,000
Golden Eagle (2)	169,000	Thomas Whalen (4)	426,000
Gossoon (3)	138,000	Two Pals (1)	15,000
Growler (2)	128,000	Vandal (3)	237,000
Irma & Pauline (2)	108,000	Winthrop (2)	194,000
J. B. Jr. II (5)	109,400		



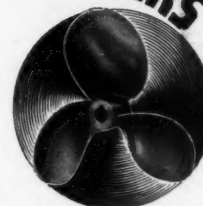
### Lobster Trap of Split Bamboo

**L**OBSTER fishing is one of the activities that sea farers follow in the Black Republic of Haiti in the Caribbean.

Even the cheapest eating house serves lobster dinners for a cost of fifty centimes Haitian money which is exactly ten cents in USA currency. The accompanying photograph shows a Haitian fisherman in Aux Cayes, working on the finishing touches of a lobster trap. When finished it presents an odd appearance, being made something like a cane seat for a chair, but of split bamboo.

## MICHIGAN MACHINED-PITCH PROPELLERS

**PERFORM BETTER** — because they are made by the only method that absolutely guarantees PERFECT ACCURACY! — our exclusive "MACHINED-PITCH" process.



**WEAR LONGER** — because they're made of a specially developed, more costly alloy, tougher, stronger, more resistant to corrosion.

**AVAILABLE ON PRIORITY** Try a MICHIGAN the next time you need a propeller. You'll be pleasantly surprised by its superior performance.

**MICHIGAN'S UNPARALLELED RECONDITIONING SERVICE WILL SMOOTH OUT YOUR PROPELLER PROBLEMS!**



BEFORE



AFTER

No matter how badly worn or torn your propeller may be, chances are, that it can be fully restored by the MICHIGAN process. There are 17 strategically located, factory-equipped service stations ready to give you a guaranteed accurate job on any type of propeller (in 24 hours if need be).

Write for the name of the one near you.

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... the "E" emblem is the highest tribute to the prowess of American labor in the field of shortwave communications. Hallicrafters workers by their unswerving purpose to produce a product that is better, and to exceed their quota in order that production schedules can be maintained, have been awarded this honor.

The accumulative electronic experience gained by Hallicrafters employees will be a dominant factor in future peace time production of advanced designs in shortwave communications receivers.

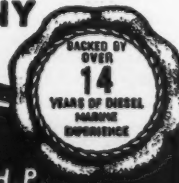
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Keep Communications Open!



for 100% Reliability  
from **FISH BOATS**  
Large and Small..  
**POWER and RE-POWER**  
with **BUDA-LANOVA**  
Heavy-Duty Diesels!



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HARVEY (Chicago Suburb) ILL.**DIESEL and GASOLINE  
ENGINES from 20 to 248 H.P.****Fulton Market Wholesale Prices**

Specie	Sept. 1-5	Sept. 7-12	Sept. 14-19	Sept. 21-30
Albacore	.05-.05	.04-.05	.03-.04½	.03-.06
Alewives	.. ..	.. ..	.. ..	.02-.03
Bluefish	.. ..	.08-.30	.05-.25	.07-.25
Bonito	.04-.14	.06-.14	.05-.14	.03-.18
Butterfish	.04-.14	.04-.15	.02½-.12	.02½-.15
Codfish, stk.	.12-.25	.12-.23	.12-.23	.10-.24
Codfish, mkt.	.07-.11	.05-.12	.03-.12	.07-.11
Croakers	.04-.08	.07-.10	.05-.09	.06-.10
Eels	.06-.20	.06-.16	.07-.15	.06-.20
Flounders	.04-.18	.06-.16	.04-.20	.02-.20
Fluke	.20-.23	.18-.22	.15-.20	.15-.20
Haddock	.05-.10	.07-.10	.07-.10	.08-.11
Hake	.06-.10	.08-.10	.04½-.12	.08-.12½
Halibut	.24-.27	.23-.27	.21-.27	.21-.27
Mackerel	4.00-17.00	4.50-23.00	5.50-22.50	5.00-30.00
Mullet	.09-.09	.09-.10	.18-.19	.07-.18
Pollock	.07-.12	.07-.10	.07-.13	.07-.11
Pompano	.55-.60	.50-.55	.50-.50	.12-.50
Salmon, Pac.	.26-.30	.26-.30	.27-.30	.25-.30
Salmon, Atl.	.30-.30	.30-.35	.23-.28	.23-.32
Scup	.05-.14	.04-.16	.04-.15	.06-.28
Sea Bass	.07-.25	.06-.25	.07-.20	.03-.28
Sea Trout, G'y	.04-.14	.05-.25	.04½-.25	.04½-.25
Sea Trout, Spt.	.. ..	.. ..	.15-.15	.. ..
Silversides	.50-2.00	.75-2.00	.75-1.50	.50-1.50
Sole, G'y	.08-.12½	.14-.14	.08-.15	.10-.14
Spanish Mackerel	.06-.06	.08-.16	.. ..	.10-.18
Striped Bass	.25-.25	.25-.30	.. ..	.25-.38
Swordfish	.50-.60	.32-.55	.35-.50	.36-.36
Tuna	.15-.18	.17-.18	.12½-.17	.18-.18
Whiting	1.50-6.00	1.50-14.00	1.00-8.00	2.00-14.00
Yellowtails	2.00-10.00	4.00-8.00	4.00-16.00	3.00-20.00
Clams, hard	1.25-10.50	2.00-12.00	2.00-12.00	2.00-12.50
Clams, soft	2.50-3.50	2.50-3.50	2.25-3.50	2.25-3.50
Conchs	2.00-3.75	2.00-10.00	1.50-3.50	2.00-3.50
Crabs, hard	.50-2.00	1.00-2.25	.50-2.00	1.00-2.00
Crabs, soft	.35-1.50	.30-1.25	.30-1.25	.30-1.50
Crabmeat	.70-.95	.30-.90	.45-.75	.45-.80
Lobsters	.20-.50	.20-.53	.20-.75	.20-.75
Mussels	.60-.75	.60-.85	.60-.85	.50-.85
Scallops, bay	4.00-6.00	3.75-6.50	3.50-6.00	4.00-7.00
Scallops, sea	3.08-3.50	.. ..	.. ..	.. ..
Shrimp	.14-.37	.13-.36	.12-.36	.12-.35
Squid	.. ..	.10-.10	.10-.20	.20-.22
Frogs Legs	.75-.85	.75-.85	.75-.90	.80-.90

**Long Island Blues Back**

**A**FTER several years of disappearance, the bluefish were in our waters again but not in large numbers. Skippers say the arrival looks encouraging.

**Blackfish**

Blackfish and big ones are being brought in daily by the Sheepshead Bay fishing fleet, tipping the scales from 4 to 8 pounds. The catch is larger now than during the summer. A few fluke are found in the catch.

**Trap Fishing**

The trap fishermen, both on the South and North shore are finding the catch very light.

Skippers fishing in Block Island Sound and off Gardiners Island are leaving but few traps set because of the scarcity of fish. The summer fishing was very good and prices very satisfactory. Although the fall fishing is poor, skippers are well pleased with net receipts to date for the season.

**Tuna**

Tuna fishing continues an uncertain proposition. Boats are bringing in small catches on the South shore which for the most part are small. In a recent catch, a 30 pounder was reported.

**Bunker Bait**

The bunker steamers are laying up which makes bunker bait hard to obtain; it is now selling at \$2 a bushel.

**Albacore, Bonito**

Albacore and bonito have made a good showing during the season and prices have run high.

**Weaks**

Along the South shore, weakfish were running exceptionally well last month. A run of larger fish is expected with the advent of cooler weather. The weight runs up to seven or more pounds. Catches in Great South Bay are good.

**Striped Bass**

Striped bass fishing along the South shore has been excellent at times, particularly in the vicinity of Moutauk Point, and should show continued improvement.

**Flounders**

Flounder fishing in Long Island Sound is showing much improvement both in quantity and size.

**Oysters**

The crop of oysters was very good with the opening of the season September 1st. The size is not so large but the quality is excellent. All plants are handicapped by shortage of men who have gone into the service. The demand has been slow because of the warm weather. All plants are anticipating a very good season.

**Scallops**

The catch of scallops has been much better than last year. They are large and juicy and so far have supplied the demand.

**Butterfish**

Butterfish of good size struck in well in upper Peconic Bay this month. One day's catch for Capt. "Jim" Davis of Greenport made 35 shad boxes which sold for \$45 per box.

**Fishery Council Publicity**

THE Fishery Council maintains that if you want to sell fish, you've got to educate the public to know your product. As a result of recommendations by radio commentators, newspaper releases and write-ups in magazines, the Council receives thousands of requests for its fish cook book. The book finds its way into the hands of housewives, railroad and air line dining services, hotels and restaurants, and various nutrition services connected with the war effort, thus performing educational work in acquainting the public with seafood, and influencing them to have a better appreciation of its palatability and food value.

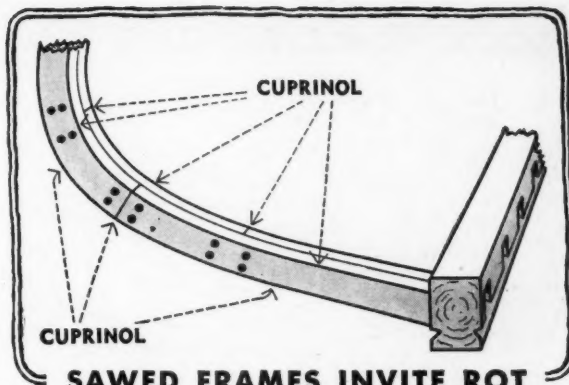


*John C. Elmburg,  
manager of Fairbanks-  
Morse Boston branch.*

**Elmburg, Heil With F-M, Boston**

JOHN C. Elmburg, recently appointed Manager of the Boston branch of Fairbanks, Morse & Co., came from St. Paul, where as Diesel manager of the St. Paul branch of Fairbanks-Morse he was largely instrumental in the widespread growth of Diesel power plants in the territory north of Chicago. He has also had a thoroughgoing experience with Marine Diesels.

Mr. Elmburg announces the appointment of Harvey C. Heil as manager of the Diesel engine department. Mr. Heil comes to Boston from the Company's St. Louis branch, where he established a successful record in the Diesel line. He replaces V. O. Harkness, who has been transferred to the Fairbanks-Morse branch in Dallas, Texas.



... but Cuprinol repels its entrance. Apply Cuprinol like paint between futtocks, on all sawed surfaces and butts, and metal is deposited in the wood that makes it impossible for the spores of rot or fungi to obtain food. Use Cuprinol either by itself or as a priming coat. Cuprinol will not evaporate or leach out.

If your supplier does not have Cuprinol available it is because the Federal Government has now placed it high on its priority list for war-time service.

**CUPRINOL**  
For  
Wood

CUPRINOL, Inc., 12 Spring Lane, Boston, Mass.

**on Bethanized Trawler Line**

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

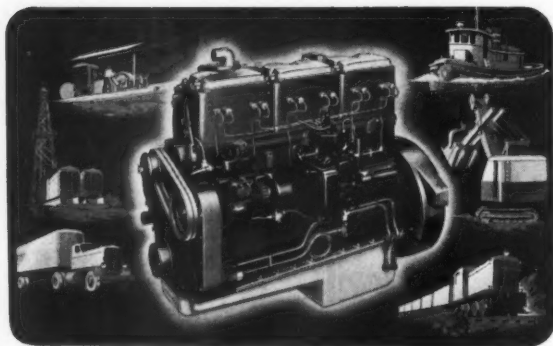
1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.

2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

**BETHLEHEM STEEL COMPANY**





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This plan consists of five major features:

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- 2 Complete parts stocks available at centrally located points, eliminating duplication and consequent incomplete stocks.
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If you are not taking full advantage of this 5-point Cummins Customer Service Plan, to make your Cummins Diesel work better . . . longer . . . for less money . . . why not get in touch with your Cummins Dealer today?

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76 Rogers Street, Cambridge, Mass.

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CUMMINS ENGINE COMPANY · COLUMBUS, INDIANA

## Vineyard Fish Plentiful

By J. C. Allen

THE first fall month arrived on schedule and apparently is due to pass on to leeward without any unusual incident. Any man who bets on what September will bring is a darned fool and you may lay to that! Either she is as mild and meek as new milk, or tearing the entire ocean up by the roots and heaving it all over God's garden. Well, as this report is written, it seems more like a day in early June than anything else, with light fog, southerly winds, also light, and a sea all oiled over.

If somebody who knows, could read the signs that appear at this season, they could probably predict with a fair degree of accuracy what next season's luck will be. All manner of things occur in September that undoubtedly have a bearing on next year's cruise.

Fishing has been good, all through the month, except for sword. The water got too warm for 'em, and they thinned out. Likewise we had plenty of hazy weather, light fog, mist and the like, which made the pickings poor for the sea-skimmers who were looking for sword.

But other species ran well and the luck was great all the way between 4 and 40 fathoms. The flukes which have hardly shown themselves all the season, appeared out of nowhere during September, and the fleet took more of 'em in a single trip than they had hauled all summer. Nobody under God's heaven could account for a thing like that, but there it is. Blackback flounders picked up well too, which is no more than a man might expect, with fall coming on. They ran to good sizes too, which was a thing to be thankful for, and of course, the yellowtail, which is the mainstay of the industry, was as plentiful as usual.

Unusual, with the weather as moderate as it has run, was the appearance of cod and haddock in large numbers. They showed up all at once, and not too far offshore. If we were a pessimistic sort of cuss, which we are not, we would opine that this visitation has some rather direct bearing on the weather which we may expect during the fall and winter. And we might go on and argue that it is going to be cold.

But we are not going to do it. In normal times there might be some reason for voicing such a prediction, but now, no, we reckon not. There are too cussed many things happening which may effect the movement of fish. We know that some varieties have schooled inshore closer than usual, and some have appeared which have not shown up before for years. Natural causes may be accountable for all this, and they may not. We don't know, so why the devil attempt to explain?

Trap-fishing in these latitudes has offered the first inducement in years for further expansion, and possibly some new entries into the business. We would not say that it is sufficient, but it is a sign that is encouraging. Mackerel have trapped very well for the greater part of the season, and September brought the most weakfish that have been trapped in decades.

These fish ran small, but as the season advanced, the run was larger, and the hauls heavier. Harking back to other days and years when weakfish was the principal species trapped in these waters, there is some real encouragement in this circumstance. While it is not likely that any fortunes will be made on weaks this season, it is also highly improbable that the entire school will be caught up. That these fish which fatten here this fall will return next year, seems most logical, especially with other conditions pointing in the same direction. There has been more bait in Vineyard waters than anyone has seen in generations, and other conditions all resemble those of 40 years ago when the fisheries of this island were among the more important along the coast.

Menhaden have run well in these bearings along with the rest.

Pogie steamers have frequented these waters all through the month. While it is true that an occasional steamer has shown up before, there hasn't been any number of them fishing here in many years. The luck that they struck this season, is a most encouraging indication of a return of older conditions.

It all lumps up to this: a better growth of bottom life, jelly, goo, spawn, mussels, winkles and the devil knows what



other kind of junk. The bait feeds on it, and the bait thickens up. It did, and the larger fish follow the bait, so that the water is alive with all manner of stuff.

Squiteague and mackerel have schooled right in to the beach. Sea bass and tautaug have run so close in that they scared the devil out of the cows. Snapper blues have run all through the month, so thick that a man could walk on their backs, and scup have crowded into some of the salt water ponds just as plentiful, and running so large that eight made a dozen!

We have said again and again through the years that we have reported on fishing, that any man of today who raised his son to be a fisherman was a darned fool. But now, by Godfrey, we don't know. When we see, as we have seen, a mechanic, able to earn forty or fifty bucks a week at his trade, drop it and ship on a scalloper and double or triple his earnings, be cussed and be blown if we feel like offering advice.

Somebody will stick his head out of water to say that the times are abnormal. Sure they are! And if you ask us they will be the same again, as they were a few years ago. Maybe better, maybe not so hot, but our own opinion is that they will be a damned sight better for the fishermen than ever before! Transportation and distribution are better now, and nobody will be satisfied to see these things go backward. America as a nation has never gone astern, and why the blue, blazing hell should anyone expect or predict it of her now? She won't, and you may lay to that!

### Hyde Awarded "E" Pennant

ON September 23rd, Rear Admiral W. C. Watts (ret.) presented the Army-Navy "E" award of excellence to Hyde Windlass Company of Bath, Maine. The ceremonies followed the usual procedure in the presentation of the flag to the president of the company, Rodney E. Ross, and the token presentation of pins was made to all Hyde employees. Two, in particular, were honored, Napoleon A. Lemoine and Alonzo B. Thayer, both of whom had been with the company fifty-six years.

Another feature of the program was the raising of the minuteman flag. Hyde employees show a record of better than 90 per cent of all employees regularly purchasing war bonds.

The history of the Hyde Windlass Company is interesting. It is a history of continuous growth rather than rapid expansion during any one period. It is a history in New England shipping and shipbuilding from clipper days, through the advent of steam and steel.

Shortly after his return from the Civil War, General Thomas W. Hyde opened a foundry in Bath. With the years this small enterprise branched into other lines and became the Bath Iron Works. One department was engaged in the building of windlasses and another in hand operated machinery for sailing ships. With the application of steam to such machines this department grew so fast that in 1895 the Hyde Windlass Company was incorporated to take over this line of work, and a small machine shop and foundry were built at a new location. From this beginning has developed the plant as it is today.

Windlasses are only one of many products. Among the other are steerers—winches—capstans—telemotors—for the remote control of steerers, and many other machines for use on ship board and in industry. They have furnished equipment for practically every kind of craft that floats, from battleships to motor boats.

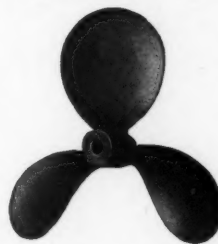
Hyde manganese bronze made from their own formula they claim is unequalled, especially for propellers. They were recently the largest makers of small propellers in the world, but disposed of this part of their business to make room for propellers for destroyers and submarines.

### Paulsen-Webber Move

ON Sept. 1, Paulsen-Webber Cordage Corporation moved into new and larger quarters at 170-176 John Street, New York, N. Y., from 26-30 Front Street. This new location with its considerably larger floor space will permit them to turn out work more efficiently and with greater dispatch.

Because of wartime restrictions they are unable to invite customers to inspect the new quarters, with the exception of the office floor, but such a limited invitation is extended to all those interested.

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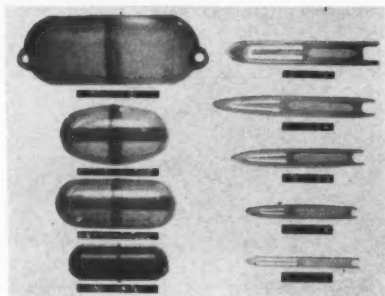
Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.



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### New Brunswick Fishing Good

By C. A. Dixon

**A**CTIVITY in all branches of fishing in southern New Brunswick continues unabated except when the fish themselves stage absentee periods due to various causes. Sardine herring while not as plentiful as they were in August, are being taken in satisfactory quantities in some areas, and many fishermen have already reaped a fine harvest from the sea. Steady prices prevail, which are satisfactory and profitable, even when applied to small lots of fish. When fish bring from 15 to 20 dollars a hoghead right along throughout the year, there can be no cause for complaint on the part of the producers. Weirmen in the Lord's Cove-Leonardville section of Deer Island, N. B., have done well this year, although total receipts have not been as high as last. There are certain weirs, nevertheless, which have brought in excellent incomes, and while others have caught few fish and some have caught none at all for their owners, taken all around the net income is good in areas which have been blessed with the fish schools. Mainland fishing areas in Charlotte County, N. B., have done pretty well, too, as has been the case along the Perry, Me., shore where weir owners each have stocked several thousand dollars so far this season. At Boot Cove, not far from West Quoddy, seiners trapped a large school of sardine herring which netted them approximately \$25,000, it is said. Capt. George I. Stuart in the *Hazel Leah* is credited with boating 500 hogheads of fish to Lubec from the Boot Cove "Klondike."

#### Pollock Fishing

Another splurge of pollock fishing has taken place, although landings are small as compared with the good old days when a hundred fish to a man was considered an ordinary day's fishing. The marked difference in prices paid for pollock, however, makes the "twenty-five fish to a man" period more valuable to those engaged in the work than the higher number. Dried slack salted pollock have skyrocketed to dizzy heights, and some Canadian fishermen are now getting \$11.00 a quintal for their dried fish, as compared to \$2.00 or \$3.00 many years ago and \$5.00 in more recent times before the war. Eastport, Me., dealers have been paying 9½ cents a pound for dried pollock from first hands and Canadian stores located right at the source of production charge customers 12 cents a pound for dried pollock—approximately \$13.50 a quintal.

#### Money for Gill Netters

Considerable money has been made this autumn by the gill-netters at Grand Manan who have received as high as \$4.00 a barrel for large herring. Catches ranged from 30 to 50 barrels to a boat, and this was the rule instead of the exception according to Ralph Ingersoll of Seal Cove. In one morning 350 barrels of herring were landed at the cutting plants at Seal Cove, and many more were landed at various smoked fish stands. This sort of fishing is so destructive to fish nets that constant replacements are required. Sometimes net after net is completely gone leaving nothing but the rope hangings intact. This happening is commonplace, Mr. Ingersoll states. Herring are sold regularly to Maine firms, particularly B. H. Wilson Fisheries, Green Brothers, and Moses Pike of Eastport; to Connors Bros., Ltd., of Black's and Beaver Harbours, N. B., and to William Cousins, representing a Chicago firm. Mr. Cousins buys the herring for packing in glass jars, after a salt and vinegar cure. The herring are first headed and gutted at the local firms of J. Lorne Cook, B. R. Cook, and Geo. M. Benson, all of Seal Cove. Then, they are struck with salt and are taken to Lubec, Me., where they are filleted at the plant of Charles Ramsdell. There they are partially cured and are shipped to Chicago where they are further processed and packed in the glass containers.

#### Sharks in Quoddy Bay

Large sharks have appeared in the Passamaquoddy Bay region—a species of the monster of the sea unknown to local men. Some say they are man-eaters. The fish so far killed measured 22 feet in length. One was harpooned in the Lank weir at Harbour de Loutre, Campobello, N. B., and another got tangled up in netting in the Shirley weir at St. Andrews,

N. B., and was drowned. The one harpooned gave the weirmen a free tow in two dories around the big enclosure until the shark played possum and suddenly darted from the weir breaking the harpoon out of its flesh and escaping to the open sea. Next day, however, it returned to the same weir wherein it had been wounded, and the weirmen were successful in killing it. The carcass was taken to Eastport, Me., and sold to a fish dealer who cut it up and shipped it to Boston. It weighed out well, and its liver, fishermen said, was as large as a mattress and weighed 160 pounds.

#### Sardine Pack of 1941

According to official figures released by the Canadian authorities, the sardine pack of 1941 amounted to 588,663 cases, 100 tins to the case, the value of the total representing \$2,145,000. This large sum of money does not convey all the sardine production story, for part of the total catch of 432,000 barrels was sold fresh and salted, and the total marketed value returned from the fishery was \$2,797,000—a gain of some \$914,000 over the 1940 figures. It is too early to estimate the value of the 1942 season, but there is no doubt that it will be high, too.

#### Prince Edward Island

WITH September drawing to a close and Old Man Winter just around the corner, the fishing is about over for this season, but the fishermen will have to look back on 1942 as the best and most prosperous one for many years.

To begin with, the lobster season was good. A fair catch and good prices put a lot of money in circulation, and then the line fishing was above the average as to the quantity, and the price was around four times what was paid last year.

About 2,500,000 lbs. of dressed fish were landed during July and August in spite of there being a very marked shortage of bait.

Around 800,000 lbs. of fresh fish were canned by Fraser & Johnston, and the balance was bought and cured by the various fish dealers for export both as dry and pickled fish.

Another new industry that brought a large share of prosperity to this section was the gathering and curing of Irish moss. This business has expanded very rapidly and several hundred tons were shipped from here this season, both to Canadian and United States markets. They brought good cash returns for something that a couple of years ago was regarded as being of no commercial value.

Large herring have made their appearance in fairly large quantities and, if the weather continues decent, they will no doubt add considerably to the value of the landed catch for 1942.

A largely signed petition asking that a trap for the purpose of catching bait for fishing be established at Murray Harbor at the beginning of the season of 1943, has been forwarded to the Fisherman's Loan Board.

A movement is also under way to request the Federal Department of Fisheries to construct a freezer at Murray Harbor to aid in the handling of fish products, as well as to provide facilities for freezing and storing bait for the fishermen.

#### "E" Award to National Supply

THE Army-Navy "E", joint Army and Navy production award, was presented to the Ambridge plant of The National Supply Company, on October 2 at Ambridge High School Stadium, before a crowd of approximately 6,000, comprised of more than 2200 employees and their families.

Principal speaker on the program, which was broadcast over KDKA, Pittsburgh, was Brigadier General Hugh C. Minton, District Chief of the Pittsburgh Ordnance District. He presented the "E" Pennant to A. E. Walker, National Supply's president. Lieutenant-Commander C. E. Egeler, Officer in charge of Naval Inspection for the Munhall (Pittsburgh) area, awarded the first Army-Navy "E" pin to oldest employee A. D. Adams.

An interesting highlight of the event was the appearance on the program of Lieutenant Dick Adams (USNR), son of the oldest employee, who had just returned on furlough from active duty in the Pacific area. Ford Bond, N.B.C. announcer, acted as master of ceremonies.

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